



MOTOR CAR GOSSIP

IMPORTANT CHANGES IN 1913 CADILLACS JUST ANNOUNCED

This Year's Model Has Been General Favorite and Only a Few Are Left in von Hamm-Young Company's Sales-room — More Buicks Coming on Sierra.

The von Hamm-Young Co. received by the last mail the 1913 announcement of the Cadillac Motor Car Co. The factory claims that the 1913 Cadillac is the best car they have ever manufactured. They base this claim upon the number of test cars which have been used for some time, and which have been subjected to the most severe tests which the factory has been capable of giving them.

The following changes have been made in the motor: the cylinders are 4 1/2 inches in diameter and the stroke of the piston is 5 3/4 inches, instead of using the four timing gears in the front end of the engine, they now use a gear fastened to the crank shaft upon which two chains run, one driving the gear on the end of the cam shaft, and the other the gear on the end of the pump shaft. The lubricator is fastened to the right side of the engine, and both distributors are placed upon it. One shaft drives both distributors as well as the pump part of the lubricator. A spur gear is fastened to this shaft and meshes with another gear which is fastened to the cam shaft gear. The principal advantage gained by this change is the increased power which enables the car to travel at a greater speed over sandy, muddy and hilly roads, to accelerate much faster, to be driven at slower speed while in high speed, the elimination of practically all vibration, and exceptionally quiet and smooth way in which it runs.

The wheel base of the 1913 cars has been increased to 120 inches; the frame is hung 1 inch lower than the 1912 car. The upper ends of the front axle spindles are equipped with Timken roller bearings to eliminate friction. The rear side springs are 4 inches longer, and the front springs

have greater arch, permitting a greater spring action. The following changes have been made in the starting and lighting system. The Delco system has been improved and simplified by the elimination of the control switch and ampere hour meter. A nine cell battery is used instead of the twelve cell battery formerly used.

There is a voltage regulator to regulate the rate of charge to the storage battery and the voltage to the lights. With the voltage regulator the charging rate of the battery depends entirely upon the condition the battery is in. A fully discharged battery is charged at a high rate, and the charging rate decreases as the battery reaches its fully charged condition.

The 1913 bodies are of the improved design, the types consisting of touring cars, torpedoes, roadsters and 6 passenger limousine and coupe.

The tires will be 36 x 4 1/2 inches front and rear, on demountable rims.

Equipment. The standard equipment will include mohair top, windshield, demountable rims, Warner speedometer, Hens gasoline gauge, full foot rail in tonneau, robe rail and tool kit, and the price of the touring cars, torpedoes and roadsters will be \$1975.00, f. o. b. factory.

The Cadillac Motor Car Co. expects to begin making deliveries of the 1913 models about the middle of September, and the local agents are looking forward to the arrival of the first 1913 Cadillac cars about the middle of October.

Amongst the last 1912 Cadillacs sold here was a fine 5 passenger touring car to Mr. H. H. Gaylord, and a beautiful 4 passenger torpedo to Mr. A. P. McDonald.

This leaves only a few more of the 1912 models unsold at the von Hamm-

Young Co.'s salesroom.

There were eight cars on the S. S. Sierra for the von Hamm-Young Co., consisting of 7 Buicks, (5 pleasure cars and 2 trucks) and one Cadillac touring car.

One of the Buick trucks had been especially ordered for the Walmea Stebbles, and was shipped to them this week.

One of the pretty Model 28 Buicks, a 30 h. p. roadster, was delivered to the Honolulu Gas Co.

BEAUDET GIVES UP AUTOMOBILE RACING

T. J. Beaudet, the man who drove a Cadillac car down the west coast of Mexico, through a territory never before reached by a motor car, and who holds many western road records, has given up driving to become the mechanical superintendent of the San Francisco agency of the Cadillac.

Beaudet will take charge at once and his valuable services will hereafter be at the disposal of Cadillac owners in that territory.

Mr. Beaudet is credited with being one of the best mechanics in the United States. He is a French-American who has grown up with the automobile industry. He worked on the earliest car and received his education in America's largest factories. He knows every nut and bolt in the Cadillac car. Each summer Mr. Beaudet has spent several weeks in the Cadillac plant, at Detroit, studying every part of the car and its construction. So proficient did he become that he was sent out on a lecture tour.

Among his records as a driver are the following runs: Oakland to Sacramento, San Francisco to Del Monte, and return around the bay, and Los Angeles to Santa Barbara. He was also one of the drivers of the Cadillac that now holds the San Francisco to Los Angeles record.

"How long have you been married?" "Nearly seven months."

"And do you admire your husband as much as ever?" "Oh, yes; more. He managed to get his salary raised last week."

A wise man compliments a woman before asking a favor of her.

You never see a girl hike for the kitchen when she wants to kill time.

VON HAMM-YOUNG TO HANDLE OAKLAND CAR

The 1913 Packards which arrived last week have been very generally admired, and a number of orders have been booked since. The von Hamm-Young Co., local representatives of the Packard Motor Co., have been advised of a shipment of pleasure cars which left the factory on July 15th, and which should reach Honolulu about the middle of August. This carload includes a 1912 5-passenger Packard phaeton, which is said to be the handsomest car ever built by the Packard Motor Car Company.

The von Hamm-Young Co. have recently made arrangements for the handling of the "Oakland" car, made by the Oakland Motor Car Co. of Pontiac, Mich. The Oakland has become a great favorite all through California, especially in the Southern part of the State, and hundreds of Oakland cars can be seen on the streets there.

The first shipment of Oakland cars due to arrive in Honolulu is expected on the steamer "Korea" on August 1st.

Already a great many inquiries have been made, and the arrival of this first shipment of Oakland cars is awaited with a great deal of interest.

Stevens-Duryea Improvements.

The von Hamm-Young Co. have just received the preliminary announcements of the Stevens-Duryea cars. These cars will be as luxurious and of as high grade as any car on the American market. The motor is the Stevens-Duryea 1913 car will be 4 1/2 in. bore by 5 1/4 in. stroke. The special features of the design of the motor will insure an extremely quiet and smooth operating motor.

In the design of the body, especial attention has been given to comfort and refinement. One of the important features will be the patented adjustable rear seats, allowing the cushions to be raised, lowered or extended forward or backward instantly. The standard equipment of the cars will include self-supporting top, universal windshield, electric lighting system, Warner speedometer combination dash and rear lamps, electric headlights, self-starter and demountable rims. The standard finish will be nickel.

The wheel base of the 7-passenger touring car will be 138 inches, and of the 5- and 3-passenger cars, 131 inches.

The list prices will be as follows: f. o. b. factory:

7-passenger touring car.....\$4750.00
7-passenger limousine.....\$7500.00

5-passenger touring car.....\$5000.00
3-passenger roadster.....\$4500.00
These prices include the standard equipment as mentioned above.

TOURIST'S EXPERIENCE WITH CADILLAC ABROAD

W. M. Wellman, of San Francisco, now touring Europe in a 1912 Cadillac, is having a delightful experience with his car. Mr. Wellman took delivery of his Cadillac at Boston for an extensive tour. Writing to the Cadillac Motor Car Company from Lucerne, Mr. Wellman says:

"I have run 1,700 miles so far and have not had so much as a puncture. From Naples to Lucerne the road is bad and covered with sharp rocks. The self-starting device never failed, since we started on the tour and the electric light system throughout attracts a great deal of attention wherever we go."

BAILEY SEES ONLY REVOLUTION AHEAD

WASHINGTON, July 13.—Senator Bailey of Texas in a farewell address at a private dinner last night, predicted that if conditions in the United States continued to change as much in the next 30 years as they had in the last 30, the country would face a condition paralleling that of the French revolution. Colleagues of the Texas leader revealed his remarks today.

Mr. Bailey charged that members of Congress, by their own cowardice, were responsible for a condition of unrest which prevails. He virtually charged the Democratic party with exaggerating the importance of existing evils.

"This republic is near a crisis which is greater than the wisest men think," said Bailey. "I do not forget that the French revolution came while the governors were at the theater, and they rose from their banquet tables to come face to face with violence and bloodshed in the streets of Paris. I do not say that the United States is facing such a state of affairs, but I do maintain that if, within the next 30 years, the country should continue to change as it has in the last 30, we will find ourselves face to face with such a condition at the end of the time."

"You Senators and Representatives," continued Bailey, "can prevent this great crisis, and you will do so if you have the courage to go out and tell the public the truth. Every evil which exists in the country today can be corrected without danger to the principles and policies upon which this republic was founded, and it should be done."

"The impatience of the minority, of which I myself have been a member, has been largely responsible for the state of mind of the people of the United States today, for they have grossly exaggerated the evils of the country."

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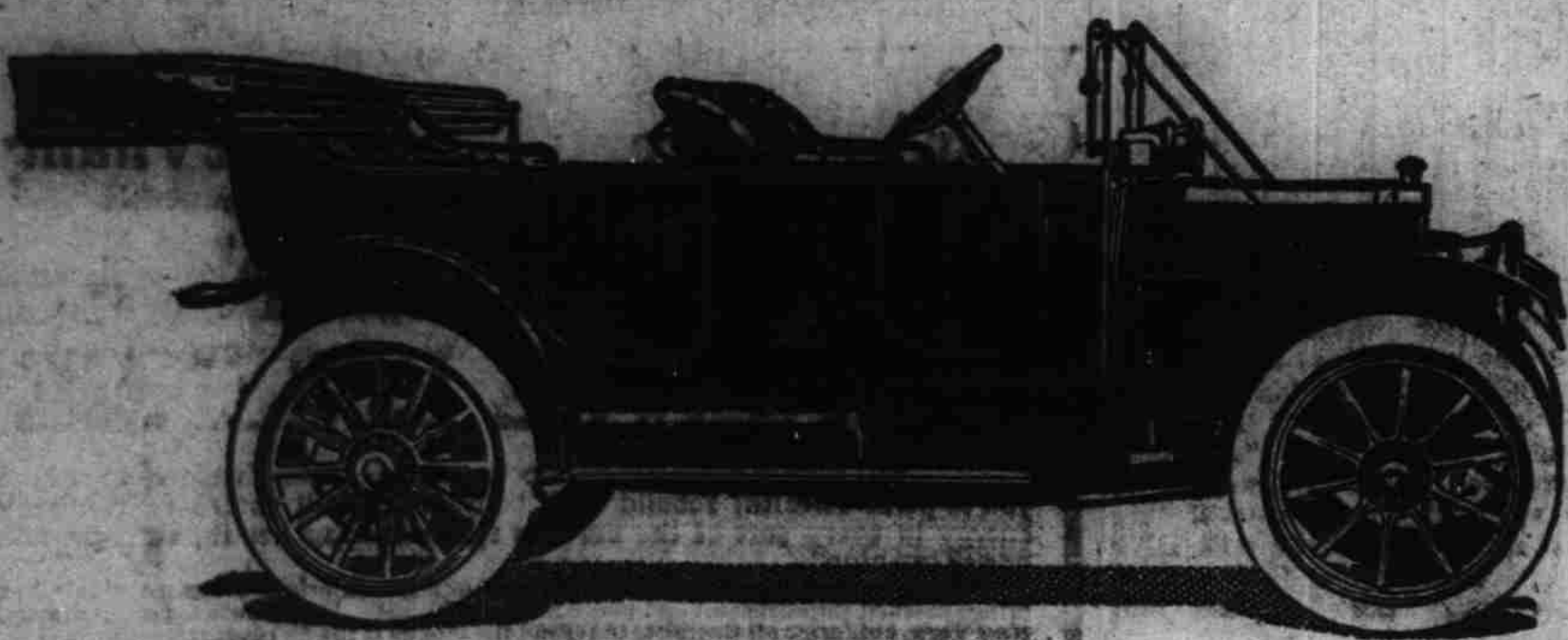
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15 PER ROLL OF 40 YARDS

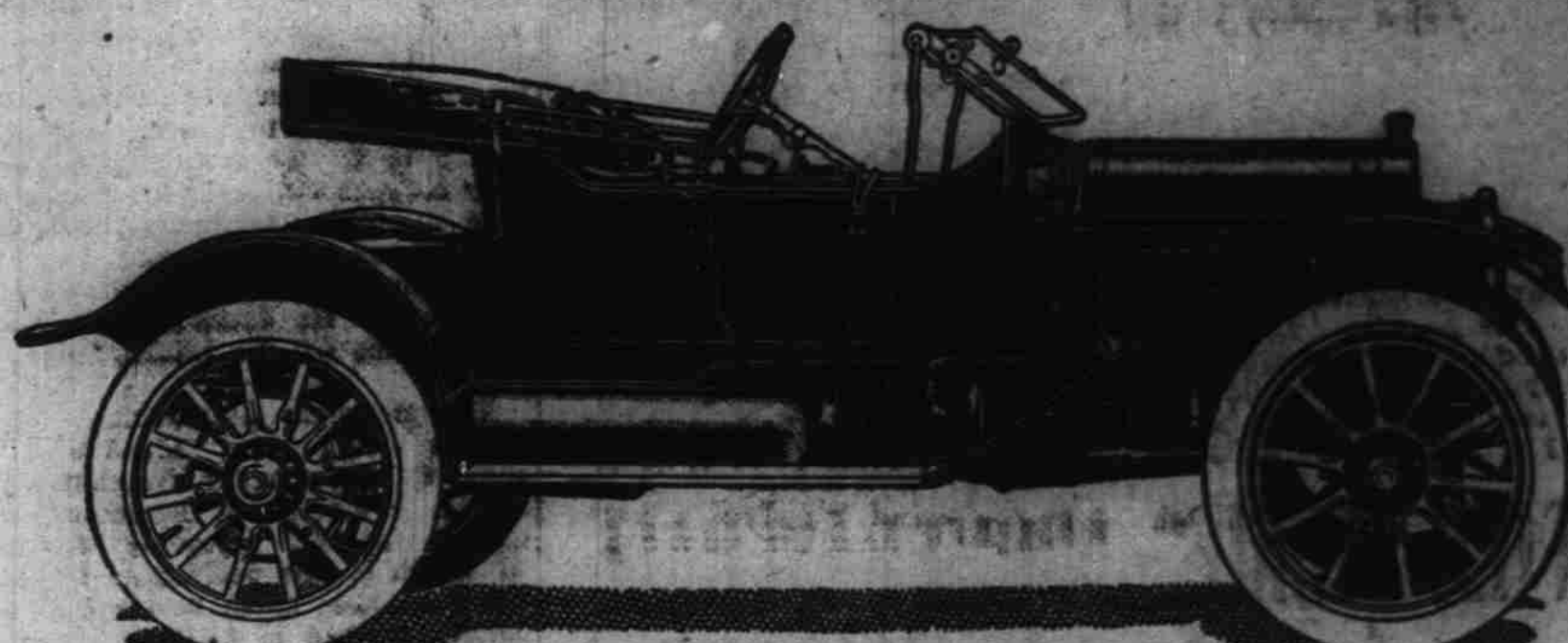
Japanese Bazaar

Fort St

1913 Cadillac



Cadillac Touring Car



Cadillac Roadster

THE 1913 CADILLAC is the best car that the Cadillac Motor Car Company has ever manufactured. This statement is not based upon theory, but is made after a number of cars have been in use for some time, and subjected to the most severe tests which we have been capable of giving them, and have proven to our entire satisfaction that the foregoing is an absolute fact.

CADILLAC MOTOR CAR COMPANY

CHASSIS:

Wheel base, 120 inches.
Frame is hung one inch lower than 1912.
Upper ends of front axle spindles equipped with Timken roller bearings to eliminate friction.
Rear side springs 4 inches longer than 1912.
Front springs have greater arch, permitting a greater spring action.

MOTOR:

Bore four and one-half inches, the same as 1912.
Stroke increased to five and three-fourths inches, greatly increasing power.
Size of crankshaft increased to 2 inches in diameter.
All main bearings and connecting rod bearings increased in size: length of rear main bearing 4 inches; length of other four main bearings two and seven-eighths inches each; connecting rod bearings two and one-half inches each.
Cam shaft and generator shaft operated from crank shaft by silent chains instead of gears, making the motor quieter.
Inlet and exhaust valves increased in diameter to two and one-eighth inches.
Valves and valve mechanism enclosed.
Magnetos spark automatically controlled by ring governor, making shifting of spark lever for change in road conditions unnecessary.
Carburetor similar to 1912, but improved. One adjustment only. Lubricator integral part of crank case. Holds one and one-half gallons of oil.

SPECIFICATIONS OF THE 1913 CADILLAC

DELCO SYSTEM:

The Delco system has been simplified by the elimination of controlling switch and ampere hour meter. Motor generator operates both as generator and motor on six-volt current. This has been accomplished by using two windings and two commutators on the armature. One winding is for use when the motor generator is used as a generator, and the other winding for use when the motor generator is used as a motor.
Nine-cell battery used instead of the twelve-cell battery.
There is a voltage regulator to regulate the rate of charge to the storage battery and the voltage to the lights. With the voltage regulator the charging rate of the battery depends entirely upon the condition the battery is in. A fully discharged battery is charged at a high rate, and the charging rate decreases as the battery reaches its full charged condition.
Switch on dash of improved design; locked with Yale lock.

RADIATOR:

Efficiency of radiator increased.

HOOD:

Made with vanes in hood sides to increase efficiency of cooling system. Hood fasteners of improved design. Hood held in place by spring tension.

FENDERS:

Front fenders follow lines of wheels, on rear side meeting front ends of running boards nearly horizontally.
Rear fenders follow lines of wheels.

BRAKE AND CONTROL LEVERS:

Design changed slightly; both levers inside of body.

BODIES:

Improved body designs. Bodies of the following types will be used: touring, torpedo, roadster, six passenger, limousine and coupe. A four-passenger phaeton type of body is being designed at the present time, and may possibly be added to the above list.
Switch for operating lights and magnetic latch in a more convenient position.

LAMPS:

Electric lamps similar in design to 1912. Wires for side lights concealed in lamp brackets.

WHEEL AND TIRES:

36x4 1/2 wheels and tires will be standard equipment.

STANDARD EQUIPMENT:

Mohair top.
Wind shield designed so that lower portion may be tilted in toward driver, affording ventilation, and with rain vision.
Demountable rims.
Warner speedometer.
Hens gasoline gauge.
Full foot rail in tonneau.
Robe rail.
Tool kit.

PRICE OF CAR:

Touring, torpedo and roadster, with standard equipment
+ listed above, f. o. b. factory.....\$1975.00
Coupe, f. o. b. factory.....2500.00
Limousine, f. o. b. factory.....3250.00
We shall build a six-passenger car on the standard chassis. The price has not been decided upon up to the present time. If a four-passenger phaeton is built it will list for \$1975.00 fully equipped.

The von Hamm-Young Company, Limited, Agents